

A. Appendix: Relevant Plans and Policies

This document provides an overview of planning and policy efforts relevant to the Los Altos Pedestrian Master Plan. The recommendations of the PMP will be consistent with and build upon these local, regional, and state planning efforts and policies.

A.1 Local Plans and Policies

A.1.1 Los Altos General Plan (2002)

Within the *Los Altos General Plan*, adopted in 2002, the Circulation Element of the General Plan addresses all modes of transportation in the City. Table A-1: Selected Circulation Element Policies lists the policies in the Circulation Element which support pedestrian transportation and direct city investments to pedestrian facilities and suggests where recommendations from this plan may be incorporated into a future revised Circulation Element.

Table A-1: Selected Circulation Element Policies

Policy Number	Policy	Plan Relationship/Recommendation
Policy 4.2	Provide for safe and convenient pedestrian connections to and between Downtown, other commercial districts, neighborhoods and major activity centers within the City, as well as with surrounding jurisdictions.	This policy supports PMP development. The PMP includes recommendations for pedestrian districts and design guidelines that can be used to help guide development review. This policy could be strengthened slightly by revising to “Make integrated land use and transportation decisions that help reduce average trip distances and support walking, biking, and public transit.”
Policy 4.3	Work with the school districts and community organizations to create a Safe Routes to School program to help ensure students are able to safely walk and bicycle to and from school.	
Policy 4.4	Provide trails, sidewalks or separated pathways in areas where needed to provide safe bicycle and pedestrian access to schools.	
Policy 4.5	Consider separated bicycle and pedestrian pathways along arterial and collector roadways.	
Policy 4.6	Pursue potential rights-of-way such as Santa Clara Valley Water District and other utility easements for bicycle and pedestrian trail development.	
Policy 4.7	Establish priorities for bicycle and pedestrian improvements commensurate with the volume of vehicular traffic and include those priorities when funding transportation related projects.	

Policy Number	Policy	Plan Relationship/Recommendation
Policy 4.8	Work with neighboring cities and other jurisdictions to provide safe and adequate pedestrian and bicyclist crossings along major roadways to minimize impediments caused by vehicular traffic, especially along major roadways such as El Camino Real, Foothill Expressway, and San Antonio Road.	

Additionally, the Plan identifies implementation policies for a number of plan elements related to pedestrian transportation. These are listed in Table A-2: Selected Implementation Policies.

Table A-2: Selected Implementation Policies

Policy Number	Implementation Policy	Responsible Agency
C 5: Neighborhood Traffic Management Program	Continue to implement the Neighborhood Traffic Management Program to reduce vehicle speeds where appropriate and control traffic volumes on local streets.	Public Works
C 11: Neighborhood Street Lighting	Examine nighttime accident rates and complaints in order to selectively locate street lighting.	Public Works
C 12: Street Design Standards	Revise and/or adopt street design standards, focused on pedestrian and bicycle safety, landscaping, traffic calming and neighborhood character. If requested by the Santa Clara Valley Transportation Authority, consider requiring (and require developers to provide) bus loading areas or turnouts for buses.	Public Works
C 24: Safe Routes to School	Coordinate with the school districts and other entities to develop "Suggested Route to School Plans" for all public and private schools in the City and for schools serving students living in Los Altos. Plans shall identify all pedestrian and bicycle facilities, and traffic control devices for residents to determine the most appropriate travel route. The plans shall also identify existing easements for sidewalks.	Public Works, Police Department
C 25: Improve Pedestrian Circulation and Safety	Increase priority of pedestrian safety projects (i.e., pedestrian street crossings, sidewalks or pathways) as part of the Capital Improvement Program. Review the need to install sidewalks or paths and crosswalks on all City streets within one-half mile of all public schools within the City. Paths should also be provided to enhance access to schools in other jurisdictions that serve students residing in Los Altos.	Public Works, Police Department

A.1.2 Pedestrian Safety Assessment Report (Technology Transfer Program of the Institute of Transportation Studies at the University of California, Berkeley (2011))

The Pedestrian Safety Assessment Report is an independent study of pedestrian safety, performed in 2011 and funded by the California Office of Traffic Safety through the National Highway Traffic Safety Administration. The report identifies general recommendations for improved pedestrian safety in Los Altos and provides specific

analysis and recommendations for the area around Egan Junior High School. As such, the document offers an important overview of pedestrian safety issues in Los Altos. It also serves as a useful precursor to an eventual city-wide Safe Routes to School plan.

One of the report's great contributions is its thorough evaluation of the City's existing efforts in pedestrian planning. This benchmarking analysis reviews the City's efforts by identifying Key Strengths (areas where Los Altos exceeds national best practices), Enhancement Areas (areas where Los Altos meets best practices), and Opportunity Areas (where Los Altos may not meet best practices). This report is being reviewed as part of the development of the Pedestrian Master Plan. Key recommendations will be incorporated into the recommendations of this Plan.

A.1.3 Draft Climate Action Plan (2013)

The central goal of the Los Altos Climate Action Plan is to reduce greenhouse gas emissions at the municipal level. One of the chief recommendations made in the Plan is to reduce automobile trips by improving non-motorized transportation. The CAP recommends the following actions relevant to this Pedestrian Master Plan:

- Develop and fully implement a pedestrian master plan with a specific focus on local vehicle trip reduction by 2020.
- Support a rotating car-free day program at local schools and as part of other local events to raise awareness about school commute alternatives.
- Continue to pursue and implement Safe Routes to School projects.
- Continue to implement the City's Complete Streets policy and traffic calming plans and projects.
- Encourage City employees to use non-motorized transportation, such as walking or bicycling, when conducting off-site City business (e.g., for trips up to a quarter or a half mile).

A.1.4 Prioritized Intersections for Bike and Pedestrian Safety List (2013)

The Prioritized Intersections for Bike and Pedestrian Safety identifies a host of issues related to pedestrian and bicycle safety in Los Altos. This document provides a comprehensive list of issues that have been identified in previous plans, such as the Blach Neighborhood Traffic Study, brought to the City's attention through the Bicycle and Pedestrian Advisory Committee, and through public comment at city council meetings and residents' letters to the mayor.

This list will be incorporated into the Needs Analysis of this Plan; recommendations put forth in this plan will address relevant issues included in this list.

A.1.5 Los Altos Parks Plan (2011)

The Los Altos Parks Plan lays out the vision for recreational and open space in Los Altos. The recommendations of the Parks Plan implement the goals of the Los Altos General Plan related to the maintenance, enhancement, and development of parks, trails, and open space in Los Altos. A selection of the Parks Plan recommended actions are listed in Table A-3 below. Where relevant, the Pedestrian Master Plan will incorporate these recommended actions.

Table A-3: Selected Parks Plan Policies

Goal 2.1: Develop and promote a pathway system within the City, which also connects to open space and trails in surrounding areas (GP- Goal 5).

Policy	Action
Policy 2.1.1: Connect Los Altos neighborhoods with 1) commercial districts; 2) schools; and 3) City park and recreational facilities. Ensure that all residential neighborhoods have adequate and direct pedestrian and cyclist linkages with these destination and facilities.	Develop perimeter walking paths and loops, where feasible, in existing and new parks. When necessary, provide pathways accessible by emergency vehicles and services. Limit access to such paths with the use of locked, removable bollards.
	Explore a pathway between Redwood Grove and Shoup Park.
	Continue to maintain a pathway between the southern end of Redwood Grove and Manressa Lane.
	Explore opportunities to develop trails through open space easements.
	Monitor the 1986 agreement for the 10-acre open space conservation easement on the Jesuit Retreat property as a pedestrian pathway.
	Develop, where possible, bikeways connecting schools and parks
Policy 2.1.2: Connect to surrounding local and regional trails and open space.	Work with other Los Altos area communities such as Los Altos Hills, Mountain View, Sunnyvale, and Cupertino; Cupertino Union School District (CUSD); Los Altos School District (LASD); Mountain View-Los Altos Union High School District (MVLA); Mid Peninsula Regional Open Space District; Santa Clara Valley Water District (SCVWD); to provide trail connections throughout Los Altos.
	Pending discussions with Sunnyvale, Cupertino and Mountain View support the development of the Los Altos portion of the Stevens Creek Trail.
	Maintain established link between Fremont Avenue, Los Altos Hills with Redwood Grove.
	Explore the potential for developing a trail connection to Rancho San Antonio County Park and Open Space Preserve from Los Altos through Los Altos Hills and/or Cupertino.
	Continue to explore opportunities for development of trails in Los Altos along creeks including: Adobe, Permanente, Stevens and Hale.

Goal 2.2: Support the community’s strong desire for safe access to pathways and trails.

Policy	Action
Policy 2.2.1: Consider the needs of all types of trail and pathway	Where feasible and possible, provide safe access to pathways and trails, for, but not limited to: cyclists and pedestrians.
Policy 2.2.2: Support the “Safe Routes to Schools” effort	Develop where possible, shared paths, trails and sidewalks connecting schools to parks. Coordinate locations with Safe Routes to Schools and Los Altos Bicycle Transportation Master Plan.
	Provide trail, pathway and bikeway signage throughout Los Altos

A.1.6 Neighborhood Traffic Management Program (NTMP)

The Los Altos Neighborhood Traffic Management Program, last updated in 2013, is a set of policies and guidelines for addressing neighborhood concerns about excessive speed on local streets. The Program identifies appropriate traffic calming treatments for Los Altos, when and where the treatments may be best implemented to address problems, and how the implemented treatments will be funded.

Table A-4: Level of Approval Required for Traffic Management Devices

Level of Approval	Traffic Management Device
Staff level approval	Speed Limits and Warning Signs
	Stop Signs (Must meet standard warrants)
	Painted Islands and Striping
City Council	Street Trees
	Radar Speed Signs
	Crosswalk Flashing Devices
City Council and Potentially Environmental Review	Traffic Signals
	Speed Humps and Tables
	Chokers and Bulb-Outs
	Neighborhood Traffic Circles

In general, traffic calming can create a better pedestrian environment, and any implementation of traffic management devices would serve the goals of the Pedestrian Master Plan. Specific devices, such as bulb-outs at intersections, may directly benefit pedestrian mobility by shortening the crossing distance at intersections.

The Neighborhood Traffic Management Program stipulates that 50% of the cost of installing permanent traffic calming devices and 100% of the cost of installing temporary traffic calming devices must be borne by residents.

A.1.7 Los Altos Bicycle Master Plan (2011)

In 2011, the City of Los Altos adopted a Bicycle Master Plan to address bicycle transportation needs and recommendations. Many of the policies adopted in this plan mutually benefit pedestrian mobility in Los Altos, such as the recommendation to provide safe bicycle and pedestrian access to schools and to incorporate risk avoidance into elementary school education. At the same time, street treatments for bicycles can at times conflict with street treatments for pedestrians, particularly at intersections. The Bicycle Master Plan includes multiuse paths, which are included in the pedestrian plan.

A.1.8 Blach School Neighborhood Traffic Study (2011)

In spring 2010, the City initiated a study to review the traffic patterns and volumes around Blach Intermediate School to identify ways of improving bicycle and pedestrian access, enhance bicyclist and pedestrian safety, and reduce traffic congestion. The analysis included vehicle turning movements, speeds and volumes, as well as bicycle and pedestrian volumes. Issues identified include bicycle/pedestrian/vehicle conflict on Covington Road at the school parking lot entrance.

High priority recommendations adopted by the City Council that pertain to pedestrian mobility included a 2-phase traffic signal, completed crosswalk, advanced stop bars, and corner bulb-outs at Covington Road and Miramonte Avenue, and relocating the stop bar on Buckingham Drive at Portland Avenue to behind the pedestrian crossing.

Medium priority improvements include a sidewalk extension on Miramonte Avenue from Eastwood Drive to Covington Road, bulb-outs on Miramonte Avenue at Portland Avenue, sidewalk widening at the west side of the Blach Intermediate School parking lot, enhancing the crosswalk on Altamead Drive at Miramonte School, advanced stop bars at Covington Road and Grant Road, and installing a high visibility crosswalk and extending the median at Portland Avenue and Runnymead Drive.

A.1.9 Collector Traffic Calming Plan (2011)

The City of Los Altos Collector Traffic Calming Plan identifies roadways in Los Altos where common speeds exceed the posted speed limit and recommends traffic calming devices to reduce traffic speeds on collector roadways. Apart from the general safety improvements for pedestrians created by lower vehicular speeds, some of the traffic devices recommended in the Collector Traffic Calming Plan offer added safety benefits for pedestrian transportation, such as raised intersections, curb extensions, and crosswalk striping.

Table A-5: Priority Intersections Identified by Collector Traffic Calming Plan

Rank	Intersection
1	Miramonte Avenue at Portland Avenue
1	San Antonio Avenue at W. Portola Avenue
3	Miramonte Avenue at Covington Road
4	Los Altos Avenue at West Edith Avenue
4	Los Altos Avenue at Pine
4	St. Joseph Avenue at Stonehaven
4	Springer Road at El Monte Avenue
8	Almond Avenue at N. Gordon
9	El Monte Avenue at Hawthorne Avenue
10	Los Altos Avenue at W. Portola Avenue
10	San Antonio Road at Almond Avenue
10	San Antonio Road at Lyell
10	Springer Road at Cuesta Drive

A.1.10 Capital Improvement Program

As part of the Capital Improvement Program, the City maintains a five-year budget of projects slated for construction. Among this project list are several pedestrian-related projects that the City has planned to construct over the next five years, totaling \$2.43 million. These projects, listed below, have been incorporated into this Plan’s recommendations.

- Neighborhood Pathways (\$222,000)
- Carmel Terrace, Class I Pathway Design (\$85,000)
- Carmel Terrace, Class I Pathway Construction (\$280,000)
- Covington Road (south side), Covington Class I Pathway Design (\$75,000)
- Covington Road (south side), Covington Class I Pathway Construction (\$201,000)
- Miramonte Avenue from Mountain View to Foothill Expressway Class I Pathway (\$1,656,000)⁹
- Portland Avenue, Class I Pathway (\$346,000)
- Springer Road – Berry Avenue, Class I Pathway (\$576,000)

A.1.11 Stevens Creek Trail Feasibility Study (2014)

Planning efforts continue for the Stevens Creek Trail, an effort initially envisioned in 1961. The trail, which follows Stevens Creek, will eventually link the Bay Trail to the Ridge Trail and provides an important north-south link for bicyclists and pedestrians living in the communities of Mountain View, Sunnyvale, Los Altos, and Cupertino.

Completed portions of the trail currently extend south from the Bay Trail to the Dale/Heatherstone Overpass. The next portions of the trail will be aligned through Los Altos city boundaries, with a trail extension crossing Fremont Avenue and a later segment crossing Homestead Road and Highway 280.

A community meeting was held in June 2013 to discuss potential alignments for Los Altos. Potential alignments connecting the trail between Mountain View High School and Fremont Avenue include routes along the Stevens Creek Corridor; Bernardo Avenue and Truman Avenue; and along Mary Avenue. Potential alignments connecting the trail from Fremont Avenue to Homestead Road include the length of Fallen Leaf Lane, and a route combining access along Belleville and Bedford Avenues in Los Altos. Parallel alignments in Sunnyvale being considered include Bernardo, Helena, Samedra, and Mary Avenues.

Following the June 2013 community meetings, a draft trail feasibility report is scheduled for completion in August 2013, with a final report in January 2014.

A.1.12 Wayfinding Signage Program (Draft)

The City of Los Altos has organized a Wayfinding Signage Task Force to update the City's wayfinding signage program. Draft designs were approved in January 2013.

A.1.13 Downtown Design Plan (1995)

The Downtown Design Plan, last updated in 1995, laid out a design vision for maintaining the village-like feel of downtown Los Altos while also providing a foundation for pedestrian-centered activity and economic vitality. Many of the goals of this plan have been fulfilled—the storefronts in Downtown are pedestrian-oriented, with wide sidewalks and decorative pavers marking crosswalks. Community-serving retail uses form a “service commercial perimeter that serves residents without competing. Temporary facilities such as the State Street Green fulfill the goal of “[providing] additional public outdoor plazas and eating areas, visible from the street, to enhance the ambiance of the downtown.” Other goals, such as “[creating] strong pedestrian linkages to the Civic and residential areas adjacent the Downtown,” however, need additional implementation. This Pedestrian Master Plan's focus on linking residential and neighborhood commercial zones addresses this unmet goal.

A.1.14 Sherwood Oaks Specific Plan (2008)

The Sherwood Oaks Specific Plan was adopted in 2008 with the goal of revitalizing Sherwood Gateway and preserving the surrounding neighborhood's residential character. Notably, the plan lays out specific goals related to pedestrian access to the commercial center, including requiring minimum 5' sidewalks. Other relevant goals, policies and actions related to pedestrian mobility are listed in Table A-6: Sherwood Gateway Specific Plan Relevant Policies. These efforts have been evaluated for incorporation into the Pedestrian Master Plan.

Table A-6: Sherwood Gateway Specific Plan Relevant Policies

Goal	Policy	Action
<p>Provide the Sherwood Gateway with a system of streets, pedestrian paths and parking areas sufficient to meet the needs of the proposed uses, merchants, residents, employees and visitors.</p>	<p>Create a safe intersection at San Antonio Road and Loucks Avenue accommodating both vehicular and pedestrian traffic.</p>	<p>A comprehensive traffic study shall be prepared to evaluate both existing conditions and planned land uses, and address issues such as traffic circulation, traffic safety, pedestrian safety, bicycle safety and enhancements to the appearance of the streetscape landscaping.</p> <hr/> <p>Business and property owner meetings shall be conducted to review, evaluate, and recommend potential solutions to parking issues.</p> <hr/> <p>Provide traffic calming design features (e.g., wide median, enhanced paving, neck down at curb line, traffic signal, etc.).</p> <hr/> <p>Provide pedestrian safety devices (e.g., pedestrian lighting, crosswalk with built-in lighting, reflectors, striping, enhanced paving, etc.).</p> <hr/> <p>Work with City police to more regularly enforce traffic violations.</p> <hr/> <p>Develop a signage program that reminds motorists of pedestrians: "Slow down! This is our town."</p>
	<p>Policy 4: Provide a safe pedestrian environment which reduces conflict between pedestrian and vehicular movements</p>	<p>Provide a network of convenient pedestrian pathways throughout the Sherwood Gateway area.</p> <hr/> <p>Provide safe pedestrian crossings at intersections.</p> <hr/> <p>Consider implementation of speed reduction measures (e.g., speed tables) in internal circulation and parking areas.</p> <hr/> <p>Review the appropriateness of guidance strips (paving blocks with raised tactile surfaces) at all crossings.</p> <hr/> <p>Require minimum sidewalk width of 5 feet.</p>

Goal	Policy	Action
Develop the Sherwood Gateway as a unified and improved neighborhood of retail shopping and services, restaurants, offices and residential components.	Policy 3: Maintain a safe neighborhood by reducing any disruptive and negative impact of traffic movements and high traffic speeds through the Sherwood Gateway.	Post penalties for neighborhood speeding and other traffic violations. <hr/> Install signage indicating "Children at Play." <hr/> Use traffic calming measures where appropriate.
	Policy 4: Create an attractive pedestrian environment within the Sherwood Gateway.	<hr/> Install dedicated pedestrian ways throughout the Sherwood Gateway area. <hr/> Introduce pedestrian amenities, such as street trees, wide sidewalks, benches, and lighting to encourage more pedestrian activity. <hr/> Allow for outside dining, cottage-scale restaurants, and other pedestrian-oriented uses that attract pedestrians.

A.1.15 Suggested Routes to School (2008)

In 2008, Suggested Routes to School were developed for Almond, Blach, Covington, Gardner Bullis, Loyola, Montclair, Oak, Santa Rita, and Springer Schools.

A.1.16 City of Los Altos Design Guidelines

Design guidelines for new construction from the Planning Division of Los Altos do not have specific requirements regarding sidewalks. One exception is the Neighborhood Compatibility Checklist. Applicants completing the design review of single family residential remodel, addition, or new construction projects must complete this checklist. Included in the checklist is a question about whether there are any frequently used or typical landscaping features (including "big trees, front lawns, sidewalks, curbs, landscape to street edge, etc ") on the street of the proposed home.

A.1.17 Los Altos Municipal Code

The Los Altos Municipal Code outlines few policies related to pedestrians and no specific regulations of sidewalks. Municipal Code 8.12.010 allows city engineers to designate, establish and maintain crosswalks where they deem a hazard to pedestrians crossing the roadway, so long as the crosswalks are on blocks longer than 400 feet in length.

A.2 Regional Plans and Policies

While Los Altos planning efforts cannot extend past jurisdictional boundaries, the impacts of pedestrian improvements in Los Altos will benefit residents of many communities. Likewise, this Plan must be mindful of and incorporate where possible neighboring communities' planning efforts relating to pedestrian mobility. With a shared roadway network and jurisdictional crossover among school districts, inter-jurisdictional coordination between Los Altos and its neighbors is essential for the efficient and coordinated implementation of improved pedestrian facilities.

A.2.1 Mountain View Pedestrian Master Plan (2013)

Adopted in 2013, the Mountain View Pedestrian Master Plan establishes the goals and visions for pedestrian transportation in the City of Mountain View. Among the facility improvement recommendations made in the plan are projects and policies that could impact Los Altos. One project is the extension of Stevens Creek Trail to Mountain View High School, where many Los Altos students attend high school. The extension has been studied but is not currently funded. Further discussions with neighboring cities, including Los Altos, on future extensions of the Trail are planned or currently underway.

Additionally, Goal 4 of the Pedestrian Master Plan addresses Safe Routes to Schools, codifying the City's commitment to ensuring safe and convenient pedestrian access to schools for all children. The policies that implement this goal include pursuing funding for Safe Routes to Schools programs, ensuring that pedestrian safety improvements include projects that enhance safe access to school, planning and construction of school-accessible trailheads and/or neighborhood access points. Because students from Los Altos often attend school in Mountain View, these policies are important for pedestrian transportation of Los Altos and will complement local efforts at creating safe walking environments for Los Altos students.

A.2.2 Palo Alto Bicycle and Pedestrian Master Plan

Just as planning efforts in Los Altos should be mindful of adopted plans in Mountain View, the relevant recommendations for southern Palo Alto in the recently adopted Bicycle and Pedestrian Master Plan should also be incorporated into this Pedestrian Master Plan. These recommendations focus on improving pedestrian and bicycle access on El Camino Real. Apart from the multi-use path leading to Terman Middle School, El Camino Real is the main pedestrian access point into Palo Alto for Los Altos residents. Attending to the pedestrian environment, particularly at the intersection of Los Altos Avenue and El Camino Real, and completing the sidewalk gap on San Antonio Road south of El Camino Real, would address the pedestrian safety and access goals of both Palo Alto and Los Altos.

A.2.3 Palo Alto Safe Routes to School Plans

Similar to the Bicycle and Pedestrian Master Plan, the key recommendations within Palo Alto's Safe Routes to School Plans that are relevant to Los Altos include those considerations of students living near the Monroe Park neighborhood. Middle school-aged students in this neighborhood cross El Camino Real to get to Los Altos Avenue and then walk or bike north toward Terman Middle School along the multi-use path. As such, pedestrian safety improvements on El Camino Real were identified as a priority.

A.2.4 Plan Bay Area (2013)

Adopted by the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) in 2013, this long-range transportation and land use/housing plan addresses the requirements set forth in Senate Bill 375 (See 1.3 State Policies and Plans), including the requirement that each Metropolitan Planning Organization adopt a Sustainable Communities Strategy. The plan identifies regionally significant transportation projects for the next 20 years and directs investment into Priority Development Areas across the Bay Area. Priority Development Areas are areas identified by local communities and ABAG/MTC as targets for sustainable transportation investments and housing development to produce walkable, bikable, and livable communities.

The length of El Camino Real has been designated a Planned Development Area by the Valley Transportation Authority. This is the sole area within Los Altos with this designation. With the approval of the City of Los Altos

and MTC/ABAG, the area could become a priority development area and thereby be eligible to receive additional regional funding for transportation projects.

A.2.5 Valley Transportation Authority Bus Rapid Transit

The Santa Clara County Transportation Authority (VTA) is currently in the planning process for determining Bus Rapid Transit along El Camino Real from Palo Alto to Santa Clara. The plan is currently in the environmental analysis phase, estimated for completion in the spring/summer of 2014.

Of the alternatives being considered, only one (the Long Dedicated Lane to Palo Alto Alternative) recommends dedicated center bus lanes on El Camino Real through the Los Altos city limits. Other alternatives recommend mixed flow lanes through Los Altos, meaning that there would be no center-median bus stations and dedicated lanes.

Crossing treatments recommended on El Camino Real in this plan will be consistent with the VTA's Pedestrian Technical Guidelines and selected alternative for BRT on El Camino Real.

The planning phase for the project will be completed in September 2014, with final design in September 2016. Construction is slated to conclude August 2018, with the first day of service in September 2018.

A.2.6 Grand Boulevard Initiative Multimodal Corridor Plan (2010)

The Grand Boulevard Initiative Multimodal Corridor Plan (GBI) was adopted in 2010 by the Grand Boulevard Task Force, a consortium of representatives of 19 cities along the corridor (Atherton, Belmont, Burlingame, Colma, Daly City, Hillsborough, Los Altos, Menlo Park, Millbrae, Mountain View, Palo Alto, Redwood City, San Bruno, San Carlos, San Jose, San Mateo, Santa Clara, South San Francisco and Sunnyvale), San Mateo and Santa Clara Counties, and the San Mateo County Transit District. The Task Force was organized to facilitate the development of El Camino Real as a corridor that connects communities north and south of each other and integrates communities located on either side of the boulevard.

In Los Altos, El Camino Real runs along the northeastern border of the city and must be crossed to access destinations in Mountain View including the San Antonio Shopping Center and Caltrain Station. The Cities of Los Altos and Mountain View have both amended zoning ordinances to comply with the GBI by allowing high-density housing and mixed-use development in the San Antonio Shopping Center area. The increase in housing density and mix of uses will likely attract more pedestrians to the area.

Goals specific to pedestrian transportation within the GBI include decreasing the distances between signalized crossings, providing sidewalks on both sides of El Camino for the length of the corridor, installing pedestrian-oriented lighting for improved pedestrian safety at night, and signalized mid-block pedestrian crossings on longer blocks or where demand warrants signalization.

GBI is an ongoing planning effort that includes coordinated meetings between regional and local agencies. The website below provides the latest information regarding GBI.

Online resource: <http://www.grandboulevard.net/>

A.3 State Plans and Policies

Since 2006, three legislative bills that support bicycle facility development in California have been signed into law: Global Warming Solutions, Complete Streets and Sustainable Communities.

A.3.1 Assembly Bill 32: Global Warming Solutions (2006)

The Global Warming Solutions Act (AB 32), signed into law in 2006, laid out specific actions to reduce emissions, including increasing motor vehicle and ship yard efficiency and other strategies involving refrigerants, landfills and consumer products. The goal of AB 32 is for California to reach 1990 greenhouse gas emission levels by 2020.

A.3.2 Assembly Bill 1358: Complete Streets (2008)

Beginning January 1, 2011, all California Cities and Counties must include accommodation for all street users (pedestrians, bicyclists, transit riders, motorists, children, persons with disabilities, and elderly persons) in circulation element updates, as required by the Complete Streets Act (AB 1358).

A.3.3 Senate Bill 375: Sustainable Communities (2009)

The Sustainable Communities Act (SB 375) links land use planning with greenhouse gas emissions, requiring metropolitan planning organizations to develop land use plans to meet emission reduction goals set by the State Air Resources Board. In the Bay Area, the Metropolitan Transportation Commission has addressed the Sustainable Communities Strategy through various mechanisms within PlanBayArea, the long-range housing/land use and transportation plan for the nine county region.